

EXECUTIVE SUMMARY

This section contains the findings and conclusions of the study. The findings are presented in a series of tables and figures, and the conclusions are presented in a series of paragraphs. The findings are presented in a series of tables and figures, and the conclusions are presented in a series of paragraphs. The findings are presented in a series of tables and figures, and the conclusions are presented in a series of paragraphs.

1. INTRODUCTION AND LOCATION STUDY

The purpose of this study is to determine the circulation element of the City of Westlake Village. The study is divided into two parts: a general plan and a circulation element. The general plan is a study of the circulation element of the City of Westlake Village. The circulation element is a study of the circulation element of the City of Westlake Village.

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

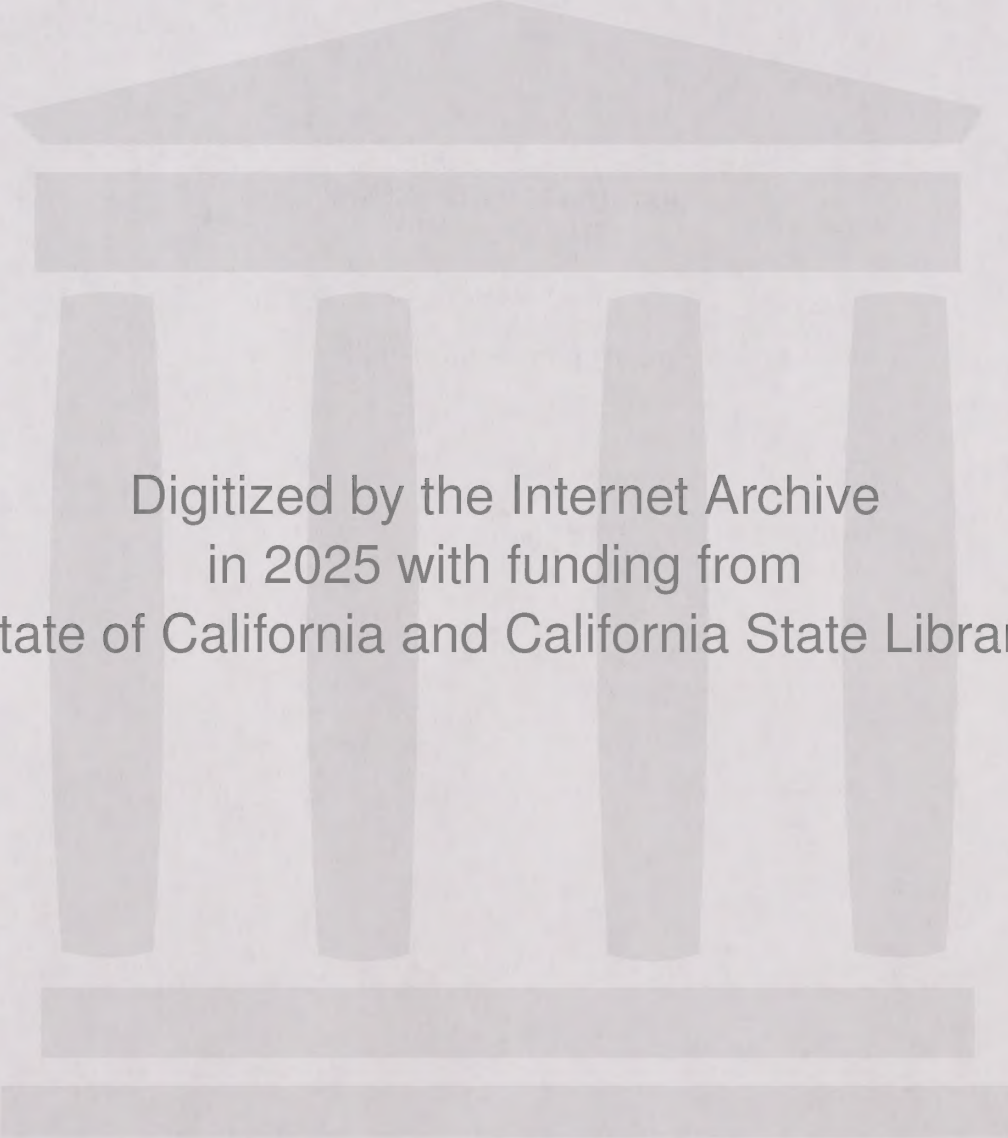
MAY 25 1993

UNIVERSITY OF CALIFORNIA

1990 CIRCULATION ELEMENT

CITY OF WESTLAKE VILLAGE

GENERAL PLAN



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124910470>

A. CIRCULATION

This section contains policies and measures directed at providing for the efficient movement of people, goods and services throughout the City in a manner which minimizes the effects of traffic on City residents. In addition to accommodating the private automobile, provisions are made for alternative modes of transportation, such as bus and bicycle. The projections and analyses in this chapter have considered traffic associated with build-out of the City and traffic contributed to the City's circulation system by outside sources.

1. EXISTING CIRCULATION SYSTEM

Characteristic of all infrastructure systems which were designated to serve the ultimate needs of the City, its established circulation network currently provides for a high level of service. Six arterials serve as the major means of movement to businesses, employment centers, neighborhoods and the Ventura Freeway. Direct access to residences is generally provided by gently-winding two-lane roadways. The eight-lane freeway is oriented in a roughly east-west direction through the City, and functions as the major travel corridor to the Los Angeles metropolitan area to the east, and Ventura County to the west.

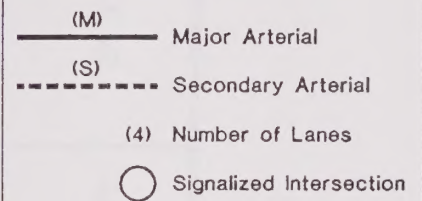
Streets are well maintained and show few signs of deterioration. Significant portions of the City's arterials have landscaped medians which are presently planted. Many of the local streets are characterized by an attractive tree-lined appearance.

City Arterials

The City's six arterials are depicted on Figure 14. The characteristics of each are shown in Table 8 and described below. Traffic volumes (1990) are set forth in Table 9 and Figure 15.

- Thousand Oaks Boulevard - This major highway has historically served as the focus of commercial activities in the area and functioned as the region's primary traffic route prior to completion of the Ventura Freeway, which it parallels on the north. The boulevard presently extends some eight miles from Moorpark Road (City of Thousand Oaks) to Kanan Road (City of Agoura Hills). Current traffic volumes are moderate and are primarily attributed to the City's Westlake Canyon Oaks neighborhood, the Lake Lindero neighborhood of the City of Agoura Hills, and the business park and shopping center which it borders on the north and south, respectively.
- Via Colinas - This roadway has been constructed to secondary highway standards. It is primarily used by the surrounding business park and as a connection between Thousand Oaks Boulevard and Lindero Canyon Road.
- Agoura Road - This major highway serves as a major traffic corridor for the master planned community of Westlake Village (both the Cities of Thousand Oaks and Westlake Village). A significant portion of the community's commercial and industrial activities center on this arterial, which parallels the Ventura Freeway on the south. It is also used by residents of both cities to access the freeway. After passing through the City, Agoura Road continues to the east through the City of Agoura Hills. Present traffic flows are moderate.

EXISTING ARTERIALS



NORTH

EXISTING VEGETATION

Legend:
1. Open land
2. Low shrub
3. High shrub
4. Forest



TABLE 8
CHARACTERISTICS OF CITY ARTERIALS

Arterial	Classification	Total ROW	Existing Paved ROW	Ultimate Paved ROW	Median	Bike Lane
Thousand Oaks Blvd.	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class II
Via Colinas	Secondary Highway	84 ft.	64 ft.	64 ft.	---	---
Agoura Road	Major Highway	108 ft.	88 ft.	88 ft.	16 ft.	Class II
Lakeview Canyon Road	Secondary Highway	84 ft.	64 ft.	64 ft.	---	Class II
Triunfo Canyon Road						
West of Lindero Canyon	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class II
East of Lindero Canyon	Collector	100 ft.	44 ft.	44 ft.	---	---
Lindero Canyon Road						
North of Agoura Road	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class II
So. of Agoura Road to 70' So. of Lakeview Canyon	Major Highway	108 ft.	88 ft.	88 ft.	16 ft.	Class II
70' So. of Lakeview Canyon to Triunfo Canyon	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class II

Table 1: Summary of data for the study

Study ID	Year	Location	Sample Size	Mean Value	Standard Deviation	Notes
101	2015	Urban	120	1.5	0.5	Control group
102	2015	Rural	150	1.8	0.6	Control group
103	2015	Urban	180	2.1	0.7	Control group
104	2015	Rural	210	2.4	0.8	Control group
105	2015	Urban	240	2.7	0.9	Control group
106	2015	Rural	270	3.0	1.0	Control group
107	2015	Urban	300	3.3	1.1	Control group
108	2015	Rural	330	3.6	1.2	Control group
109	2015	Urban	360	3.9	1.3	Control group
110	2015	Rural	390	4.2	1.4	Control group
111	2015	Urban	420	4.5	1.5	Control group
112	2015	Rural	450	4.8	1.6	Control group
113	2015	Urban	480	5.1	1.7	Control group
114	2015	Rural	510	5.4	1.8	Control group
115	2015	Urban	540	5.7	1.9	Control group
116	2015	Rural	570	6.0	2.0	Control group
117	2015	Urban	600	6.3	2.1	Control group
118	2015	Rural	630	6.6	2.2	Control group
119	2015	Urban	660	6.9	2.3	Control group
120	2015	Rural	690	7.2	2.4	Control group
121	2015	Urban	720	7.5	2.5	Control group
122	2015	Rural	750	7.8	2.6	Control group
123	2015	Urban	780	8.1	2.7	Control group
124	2015	Rural	810	8.4	2.8	Control group
125	2015	Urban	840	8.7	2.9	Control group
126	2015	Rural	870	9.0	3.0	Control group
127	2015	Urban	900	9.3	3.1	Control group
128	2015	Rural	930	9.6	3.2	Control group
129	2015	Urban	960	9.9	3.3	Control group
130	2015	Rural	990	10.2	3.4	Control group
131	2015	Urban	1020	10.5	3.5	Control group
132	2015	Rural	1050	10.8	3.6	Control group
133	2015	Urban	1080	11.1	3.7	Control group
134	2015	Rural	1110	11.4	3.8	Control group
135	2015	Urban	1140	11.7	3.9	Control group
136	2015	Rural	1170	12.0	4.0	Control group
137	2015	Urban	1200	12.3	4.1	Control group
138	2015	Rural	1230	12.6	4.2	Control group
139	2015	Urban	1260	12.9	4.3	Control group
140	2015	Rural	1290	13.2	4.4	Control group
141	2015	Urban	1320	13.5	4.5	Control group
142	2015	Rural	1350	13.8	4.6	Control group
143	2015	Urban	1380	14.1	4.7	Control group
144	2015	Rural	1410	14.4	4.8	Control group
145	2015	Urban	1440	14.7	4.9	Control group
146	2015	Rural	1470	15.0	5.0	Control group
147	2015	Urban	1500	15.3	5.1	Control group
148	2015	Rural	1530	15.6	5.2	Control group
149	2015	Urban	1560	15.9	5.3	Control group
150	2015	Rural	1590	16.2	5.4	Control group
151	2015	Urban	1620	16.5	5.5	Control group
152	2015	Rural	1650	16.8	5.6	Control group
153	2015	Urban	1680	17.1	5.7	Control group
154	2015	Rural	1710	17.4	5.8	Control group
155	2015	Urban	1740	17.7	5.9	Control group
156	2015	Rural	1770	18.0	6.0	Control group
157	2015	Urban	1800	18.3	6.1	Control group
158	2015	Rural	1830	18.6	6.2	Control group
159	2015	Urban	1860	18.9	6.3	Control group
160	2015	Rural	1890	19.2	6.4	Control group
161	2015	Urban	1920	19.5	6.5	Control group
162	2015	Rural	1950	19.8	6.6	Control group
163	2015	Urban	1980	20.1	6.7	Control group
164	2015	Rural	2010	20.4	6.8	Control group
165	2015	Urban	2040	20.7	6.9	Control group
166	2015	Rural	2070	21.0	7.0	Control group
167	2015	Urban	2100	21.3	7.1	Control group
168	2015	Rural	2130	21.6	7.2	Control group
169	2015	Urban	2160	21.9	7.3	Control group
170	2015	Rural	2190	22.2	7.4	Control group
171	2015	Urban	2220	22.5	7.5	Control group
172	2015	Rural	2250	22.8	7.6	Control group
173	2015	Urban	2280	23.1	7.7	Control group
174	2015	Rural	2310	23.4	7.8	Control group
175	2015	Urban	2340	23.7	7.9	Control group
176	2015	Rural	2370	24.0	8.0	Control group
177	2015	Urban	2400	24.3	8.1	Control group
178	2015	Rural	2430	24.6	8.2	Control group
179	2015	Urban	2460	24.9	8.3	Control group
180	2015	Rural	2490	25.2	8.4	Control group
181	2015	Urban	2520	25.5	8.5	Control group
182	2015	Rural	2550	25.8	8.6	Control group
183	2015	Urban	2580	26.1	8.7	Control group
184	2015	Rural	2610	26.4	8.8	Control group
185	2015	Urban	2640	26.7	8.9	Control group
186	2015	Rural	2670	27.0	9.0	Control group
187	2015	Urban	2700	27.3	9.1	Control group
188	2015	Rural	2730	27.6	9.2	Control group
189	2015	Urban	2760	27.9	9.3	Control group
190	2015	Rural	2790	28.2	9.4	Control group
191	2015	Urban	2820	28.5	9.5	Control group
192	2015	Rural	2850	28.8	9.6	Control group
193	2015	Urban	2880	29.1	9.7	Control group
194	2015	Rural	2910	29.4	9.8	Control group
195	2015	Urban	2940	29.7	9.9	Control group
196	2015	Rural	2970	30.0	10.0	Control group
197	2015	Urban	3000	30.3	10.1	Control group
198	2015	Rural	3030	30.6	10.2	Control group
199	2015	Urban	3060	30.9	10.3	Control group
200	2015	Rural	3090	31.2	10.4	Control group
201	2015	Urban	3120	31.5	10.5	Control group
202	2015	Rural	3150	31.8	10.6	Control group
203	2015	Urban	3180	32.1	10.7	Control group
204	2015	Rural	3210	32.4	10.8	Control group
205	2015	Urban	3240	32.7	10.9	Control group
206	2015	Rural	3270	33.0	11.0	Control group
207	2015	Urban	3300	33.3	11.1	Control group
208	2015	Rural	3330	33.6	11.2	Control group
209	2015	Urban	3360	33.9	11.3	Control group
210	2015	Rural	3390	34.2	11.4	Control group
211	2015	Urban	3420	34.5	11.5	Control group
212	2015	Rural	3450	34.8	11.6	Control group
213	2015	Urban	3480	35.1	11.7	Control group
214	2015	Rural	3510	35.4	11.8	Control group
215	2015	Urban	3540	35.7	11.9	Control group
216	2015	Rural	3570	36.0	12.0	Control group
217	2015	Urban	3600	36.3	12.1	Control group
218	2015	Rural	3630	36.6	12.2	Control group
219	2015	Urban	3660	36.9	12.3	Control group
220	2015	Rural	3690	37.2	12.4	Control group
221	2015	Urban	3720	37.5	12.5	Control group
222	2015	Rural	3750	37.8	12.6	Control group
223	2015	Urban	3780	38.1	12.7	Control group
224	2015	Rural	3810	38.4	12.8	Control group
225	2015	Urban	3840	38.7	12.9	Control group
226	2015	Rural	3870	39.0	13.0	Control group
227	2015	Urban	3900	39.3	13.1	Control group
228	2015	Rural	3930	39.6	13.2	Control group
229	2015	Urban	3960	39.9	13.3	Control group
230	2015	Rural	3990	40.2	13.4	Control group
231	2015	Urban	4020	40.5	13.5	Control group
232	2015	Rural	4050	40.8	13.6	Control group
233	2015	Urban	4080	41.1	13.7	Control group
234	2015	Rural	4110	41.4	13.8	Control group
235	2015	Urban	4140	41.7	13.9	Control group
236	2015	Rural	4170	42.0	14.0	Control group
237	2015	Urban	4200	42.3	14.1	Control group
238	2015	Rural	4230	42.6	14.2	Control group
239	2015	Urban	4260	42.9	14.3	Control group
240	2015	Rural	4290	43.2	14.4	Control group
241	2015	Urban	4320	43.5	14.5	Control group
242	2015	Rural	4350	43.8	14.6	Control group
243	2015	Urban	4380	44.1	14.7	Control group
244	2015	Rural	4410	44.4	14.8	Control group
245	2015	Urban	4440	44.7	14.9	Control group
246	2015	Rural	4470	45.0	15.0	Control group
247	2015	Urban	4500	45.3	15.1	Control group
248	2015	Rural	4530	45.6	15.2	Control group
249	2015	Urban	4560	45.9	15.3	Control group
250	2015	Rural	4590	46.2	15.4	Control group
251	2015	Urban	4620	46.5	15.5	Control group
252	2015	Rural	4650	46.8	15.6	Control group
253	2015	Urban	4680	47.1	15.7	Control group
254	2015	Rural	4710	47.4	15.8	Control group
255	2015	Urban	4740	47.7	15.9	Control group
256	2015	Rural	4770	48.0	16.0	Control group
257	2015	Urban	4800	48.3	16.1	Control group
258	2015	Rural	4830	48.6	16.2	Control group
259	2015	Urban	4860	48.9	16.3	Control group
260	2015	Rural	4890	49.2	16.4	Control group
261	2015	Urban	4920	49.5	16.5	Control group
262	2015	Rural	4950	49.8	16.6	Control group
263	2015	Urban	4980	50.1	16.7	Control group
264	2015	Rural	5010	50.4	16.8	Control group
265	2015	Urban	5040	50.7	16.9	Control group
266	2015	Rural	5070	51.0	17.0	Control group
267	2015	Urban	5100	51.3	17.1	Control group
268	2015	Rural	5130	51.6	17.2	Control group
269	2015	Urban	5160	51.9	17.3	Control group
270	2015	Rural	5190	52.2	17.4	Control group
271	2015	Urban	5220	52.5	17.5	Control group
272	2015	Rural	5250	52.8	17.6	Control group
273	2015	Urban	5280	53.1	17.7	Control group
274	2015	Rural	5310	53.4	17.8	Control group
275	2015	Urban	5340	53.7	17.9	Control group
276	2015	Rural	5370	54.0	18.0	Control group
277	2015	Urban	5400	54.3	18.1	Control group
278	2015	Rural	5430	54.6	18.2	Control group
279	2015	Urban	5460	54.9	18.3	Control group
280	2015	Rural	5490	55.2	18.4	Control group
281	2015	Urban	5520	55.5	18.5	Control group
282	2015	Rural	5550	55.8	18.6	Control group
283	2015	Urban	5580	56.1	18.7	Control group
284	2015	Rural	5610	56.4	18.8	Control group
285	2015	Urban	5640	56.7	18.9	Control group
286	2015	Rural	5670	57.0	19.0	Control group
287	2015	Urban	5700	57.3	19.1	Control group
288	2015	Rural	5730	57.6	19.2	Control group
289	2015	Urban	5760	57.9	19.3	Control group
290	2015	Rural	5790	58.2	19.4	Control group
291	2015	Urban	5820	58.5	19.5	Control group
292	2015	Rural	5850	58.8	19.6	Control group
293	2015	Urban	5880	59.1	19.7	Control group
294	2015	Rural	5910	59.4	19.8	Control group
295	2015	Urban	5940	59.7	19.9	Control group
296	2015	Rural	5970	60.0	20.0	Control group
297	2015	Urban	6000	60.3	20.1	

TABLE 9

TRAFFIC VOLUMES AND LEVELS OF SERVICE -
EXISTING (1990) AND FUTURE (BUILD-OUT 2010)

Arterial	Existing Conditions		Future Conditions	
	Traffic Volumes (ADT)	Level of Service	Traffic Volumes (ADT)	Level of Service ¹
Thousand Oaks Blvd.				
W. of Via Colinas	13,600	A	23,000	C
Via Colinas to Lindero Canyon Road	11,100	A	16,000	A
E. of Lindero Canyon Road	14,100	A	24,000	C
Via Colinas	12,300	E	17,000	A
Lindero Canyon Road				
No. of Hedgewall Drive	14,300	A	27,000	C
Hedgewall Drive to Thousand Oaks Blvd.	18,100	B	31,000	B
Thousand Oaks Blvd. to Via Colinas	16,700	A	31,000	B
Via Colinas to Freeway	29,300	D	50,000	D
On Freeway Overpass	26,300	C	44,000	C
Freeway to Agoura Road	23,600	C	36,000	B
Agoura Road to Rustic Oak Drive	13,100	A	19,000	B
Rustic Oak Drive to Lakeview Canyon Road	8,700	A	15,000	A
Lakeview Canyon Road to Ridgeford Drive	9,800	A	17,000	A
Ridgeford Drive to Triunfo Canyon Road	7,600	A	13,000	A

Table 1. Summary of the results of the regression analysis for the different variables.

Variable	Regression Coefficient		Standard Error		t-value	p-value
	Intercept	Slope	Intercept	Slope		
1. Constant	10.000		0.000			
2. Age	0.000	0.000	0.000	0.000		
3. Gender	0.000	0.000	0.000	0.000		
4. Education	0.000	0.000	0.000	0.000		
5. Income	0.000	0.000	0.000	0.000		
6. Health	0.000	0.000	0.000	0.000		
7. Employment	0.000	0.000	0.000	0.000		
8. Marital Status	0.000	0.000	0.000	0.000		
9. Religion	0.000	0.000	0.000	0.000		
10. Ethnicity	0.000	0.000	0.000	0.000		
11. Political Affiliation	0.000	0.000	0.000	0.000		
12. Social Class	0.000	0.000	0.000	0.000		
13. Family Size	0.000	0.000	0.000	0.000		
14. Urban/Rural	0.000	0.000	0.000	0.000		
15. Country of Origin	0.000	0.000	0.000	0.000		
16. Duration of Stay	0.000	0.000	0.000	0.000		
17. Language Proficiency	0.000	0.000	0.000	0.000		
18. Cultural Adaptation	0.000	0.000	0.000	0.000		
19. Social Network	0.000	0.000	0.000	0.000		
20. Mental Health	0.000	0.000	0.000	0.000		
21. Physical Health	0.000	0.000	0.000	0.000		
22. Life Satisfaction	0.000	0.000	0.000	0.000		
23. Overall Well-being	0.000	0.000	0.000	0.000		
24. Quality of Life	0.000	0.000	0.000	0.000		
25. Subjective Health	0.000	0.000	0.000	0.000		
26. Psychological Distress	0.000	0.000	0.000	0.000		
27. Social Support	0.000	0.000	0.000	0.000		
28. Acculturation	0.000	0.000	0.000	0.000		
29. Discrimination	0.000	0.000	0.000	0.000		
30. Resilience	0.000	0.000	0.000	0.000		
31. Coping Strategies	0.000	0.000	0.000	0.000		
32. Stress Levels	0.000	0.000	0.000	0.000		
33. Anxiety Disorders	0.000	0.000	0.000	0.000		
34. Depression	0.000	0.000	0.000	0.000		
35. Substance Use	0.000	0.000	0.000	0.000		
36. Self-esteem	0.000	0.000	0.000	0.000		
37. Optimism	0.000	0.000	0.000	0.000		
38. Hope	0.000	0.000	0.000	0.000		
39. Perceived Stress	0.000	0.000	0.000	0.000		
40. Life Events	0.000	0.000	0.000	0.000		
41. Trauma	0.000	0.000	0.000	0.000		
42. Post-Traumatic Stress	0.000	0.000	0.000	0.000		
43. Grief	0.000	0.000	0.000	0.000		
44. Bereavement	0.000	0.000	0.000	0.000		
45. Loss	0.000	0.000	0.000	0.000		
46. Change	0.000	0.000	0.000	0.000		
47. Transition	0.000	0.000	0.000	0.000		
48. Adaptation	0.000	0.000	0.000	0.000		
49. Resilience	0.000	0.000	0.000	0.000		
50. Coping	0.000	0.000	0.000	0.000		
51. Stress	0.000	0.000	0.000	0.000		
52. Anxiety	0.000	0.000	0.000	0.000		
53. Depression	0.000	0.000	0.000	0.000		
54. Substance Use	0.000	0.000	0.000	0.000		
55. Self-esteem	0.000	0.000	0.000	0.000		
56. Optimism	0.000	0.000	0.000	0.000		
57. Hope	0.000	0.000	0.000	0.000		
58. Perceived Stress	0.000	0.000	0.000	0.000		
59. Life Events	0.000	0.000	0.000	0.000		
60. Trauma	0.000	0.000	0.000	0.000		
61. Post-Traumatic Stress	0.000	0.000	0.000	0.000		
62. Grief	0.000	0.000	0.000	0.000		
63. Bereavement	0.000	0.000	0.000	0.000		
64. Loss	0.000	0.000	0.000	0.000		
65. Change	0.000	0.000	0.000	0.000		
66. Transition	0.000	0.000	0.000	0.000		
67. Adaptation	0.000	0.000	0.000	0.000		
68. Resilience	0.000	0.000	0.000	0.000		
69. Coping	0.000	0.000	0.000	0.000		
70. Stress	0.000	0.000	0.000	0.000		
71. Anxiety	0.000	0.000	0.000	0.000		
72. Depression	0.000	0.000	0.000	0.000		
73. Substance Use	0.000	0.000	0.000	0.000		
74. Self-esteem	0.000	0.000	0.000	0.000		
75. Optimism	0.000	0.000	0.000	0.000		
76. Hope	0.000	0.000	0.000	0.000		
77. Perceived Stress	0.000	0.000	0.000	0.000		
78. Life Events	0.000	0.000	0.000	0.000		
79. Trauma	0.000	0.000	0.000	0.000		
80. Post-Traumatic Stress	0.000	0.000	0.000	0.000		
81. Grief	0.000	0.000	0.000	0.000		
82. Bereavement	0.000	0.000	0.000	0.000		
83. Loss	0.000	0.000	0.000	0.000		
84. Change	0.000	0.000	0.000	0.000		
85. Transition	0.000	0.000	0.000	0.000		
86. Adaptation	0.000	0.000	0.000	0.000		
87. Resilience	0.000	0.000	0.000	0.000		
88. Coping	0.000	0.000	0.000	0.000		
89. Stress	0.000	0.000	0.000	0.000		
90. Anxiety	0.000	0.000	0.000	0.000		
91. Depression	0.000	0.000	0.000	0.000		
92. Substance Use	0.000	0.000	0.000	0.000		
93. Self-esteem	0.000	0.000	0.000	0.000		
94. Optimism	0.000	0.000	0.000	0.000		
95. Hope	0.000	0.000	0.000	0.000		
96. Perceived Stress	0.000	0.000	0.000	0.000		
97. Life Events	0.000	0.000	0.000	0.000		
98. Trauma	0.000	0.000	0.000	0.000		
99. Post-Traumatic Stress	0.000	0.000	0.000	0.000		
100. Grief	0.000	0.000	0.000	0.000		

TABLE 9

TRAFFIC VOLUMES AND LEVELS OF SERVICE -
EXISTING (1990) AND FUTURE (BUILD-OUT 2010)

Arterial	Existing Conditions		Future Conditions	
	Traffic Volumes (ADT)	Level of Service	Traffic Volumes (ADT)	Level of Service ¹
Agoura Road				
W. of Lakeview Canyon Road	12,500	A	16,000	A
Lakeview Canyon Road to Knightsgate Road	12,200	A	15,000	A
Knightsgate Road to Lindero Canyon Road	14,000	A	17,000	A
Lindero Canyon Road to Flintlock Lane	14,100	A	25,000	C
E. of Flintlock Lane	8,500	A	13,000	A
Lakeview Canyon Road				
No. of Agoura Road	8,800	A	11,000	A
Agoura Road to Watergate Road	7,800	A	11,000	A
Watergate Road to Lindero Canyon Road	3,800	A	6,000	A
Triunfo Canyon Road				
W. of Three Springs Drive	5,800	A	9,000	A
Three Springs Drive to Lindero Canyon Road	6,600	A	10,000	A
E. of Lindero Canyon Road	1,100	A	4,200	A
Three Springs Drive	4,400	A	7,000	A

1. Level of service for future conditions is based on roadway geometrics that include recommended roadway improvements.

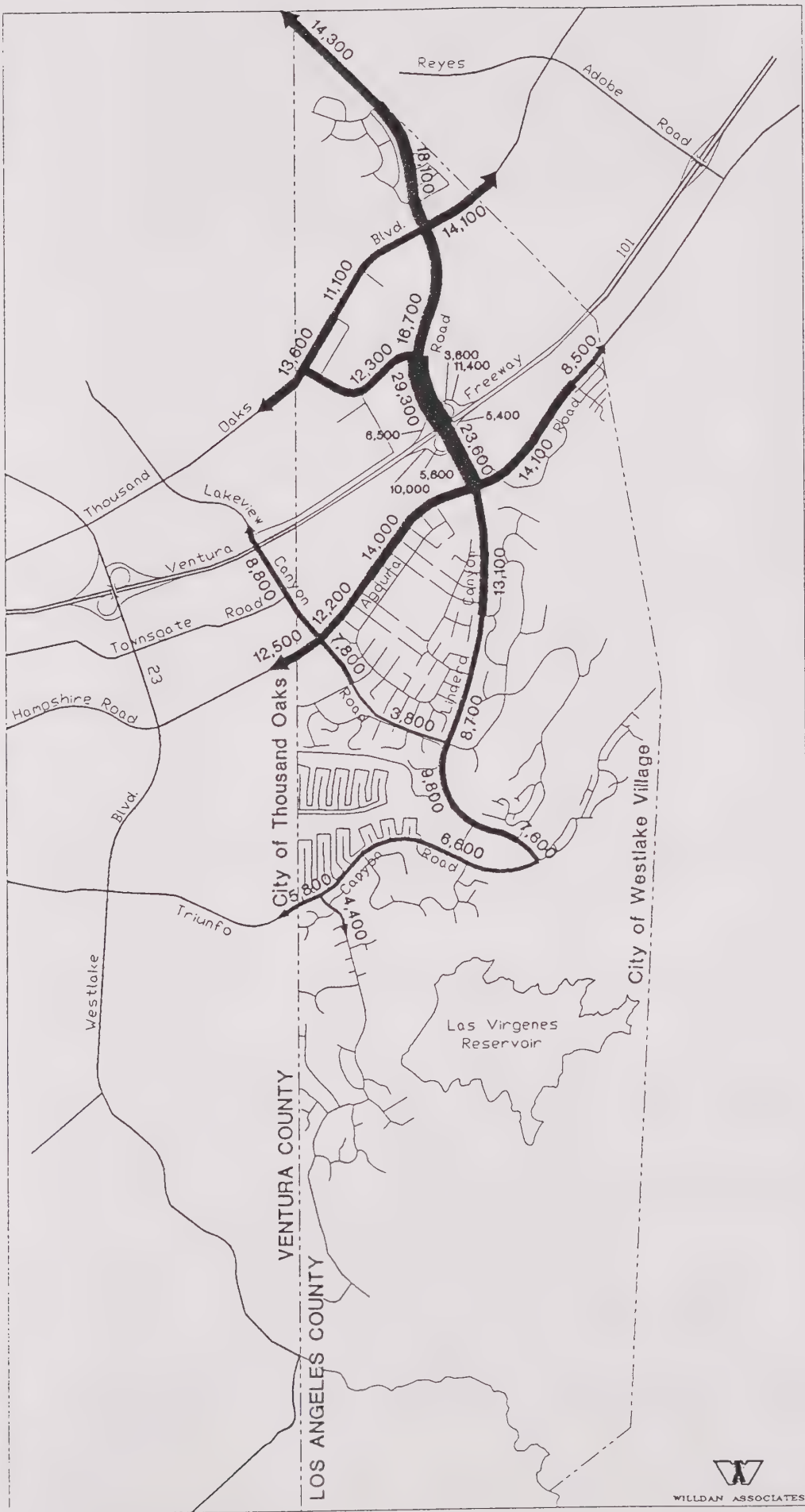


Figure 15

EXISTING DAILY TRAFFIC VOLUMES 1990

(10,000) Daily Traffic Volumes



- Lakeview Canyon Road - This secondary highway functions primarily as access to residences within the City and to Westlake Community Hospital and as a link between Agoura Road and Lindero Canyon Road. Current traffic flows are low south of Watergate Road and moderate north of Watergate Road. A frontage road parallels Lakeview Canyon Road between Watergate and Lindero Canyon Road to provide internal circulation for the adjacent neighborhood.
- Triunfo Canyon Road - This major highway mainly serves residences in the area and provides freeway access via Lindero Canyon Road and Westlake Boulevard. Existing traffic volumes are low. A frontage road parallels Triunfo Canyon Road between Mainsail and Capstan Circles to provide internal circulation for the adjacent neighborhood. The paved roadway presently terminates within the City just east of Lindero Canyon Road.
- Lindero Canyon Road - This major highway provides the City's only direct connection to the freeway and serves as a major traffic corridor for traffic associated with local residences, traffic related to business parks north and south of the freeway, and traffic related to the residential areas north of the City of Westlake Village in the City of Thousand Oaks and the County of Ventura. Lindero Canyon Road currently extends southerly from just north of Kanan Road in the City of Thousand Oaks and terminates at Triunfo Canyon Road. Present traffic volumes range from moderate levels north of Via Colinas and south of Agoura Road to heavy levels between Via Colinas and Agoura Road.

Local Streets

Local, residential streets generally range from 36 to 64 feet in width. Many of the City's single-family homes are located on cul-de-sacs and are thereby protected from the hazards and noise of through traffic. Most multi-family development is served by private, internal streets.

Traffic Controls

Twelve traffic signals are located within the City at the following intersections:

1. Thousand Oaks Boulevard/Via Colinas
2. Thousand Oaks Boulevard/Lindero Canyon Road
3. Thousand Oaks Boulevard/Gateway Shopping Center Entrance
4. Lindero Canyon Road/Via Colinas
5. Lindero Canyon Road/Northbound Ventura Freeway Off-Ramp
6. Lindero Canyon Road/Southbound Ventura Freeway Off-Ramp
7. Agoura Road/Lakeview Canyon Road
8. Agoura Road/Lindero Canyon Road
9. Agoura Road/Park Terrace Drive
10. Lindero Canyon Road/Lakeview Canyon Road
11. Triunfo Canyon Road/Three Springs Drive
12. Triunfo Canyon Road/Lindero Canyon Road

Other arterial/side street intersections are currently controlled by stop signs.

Truck Traffic

The City presently has relatively small volumes of truck movements and, except for direct deliveries of residential goods, most of these flows are between commercial and industrial establishments and the Freeway. This condition is expected to continue into the future.

Public Transportation

Public transportation at present consists of a dial-a-ride taxi service for handicapped and seniors funded by Proposition A proceeds and bus service provided by the Southern California Rapid Transit District (SCRTD). Two lines, Numbers 161 and 423, now operate via Agoura Road, Lindero Canyon Road, Lakeview Canyon Road, and Thousand Oaks Boulevard. Thousand Oaks Transit service (Route 4) also touches the City at the intersection of Lakeview Canyon and Agoura Roads; therefore, inter-company transfers are possible. These transit routes are shown on Figure 16.

The SCRTD Line 423 service consists of three buses inbound to downtown Los Angeles on normal weekday mornings and four outbound buses in the afternoons. These trips require approximately one and one-half hours. The Line 161 service is between Westlake Village and Canoga Park and essentially is an hourly service between 6:00 a.m. and 7:00 p.m. on weekdays only. The buses assigned to both these SCRTD routes are accessible to the handicapped. The Thousand Oaks Transit service passes the intersection of Lakeview Canyon Road and Agoura Road eight times a day, two in each of the peak periods of flow and four mid-day.

Bikeways

Bikeways are classified and defined in three categories -- bike paths (Class I) are separate pathways completely separated from the travelled roadways, typically used in major parks or along streambeds; bike lanes (Class II) are delineated lanes on the street system designated for bicycle use only; and bike routes (Class III) are signed routes only along the public street system.

As shown on Figure 16, Class II bikeways are provided along most of the City's major streets. Where appropriate and/or necessary, Class II bikeways may be replaced with Class I bikeways in the future as vehicular traffic volumes increase.

Parking

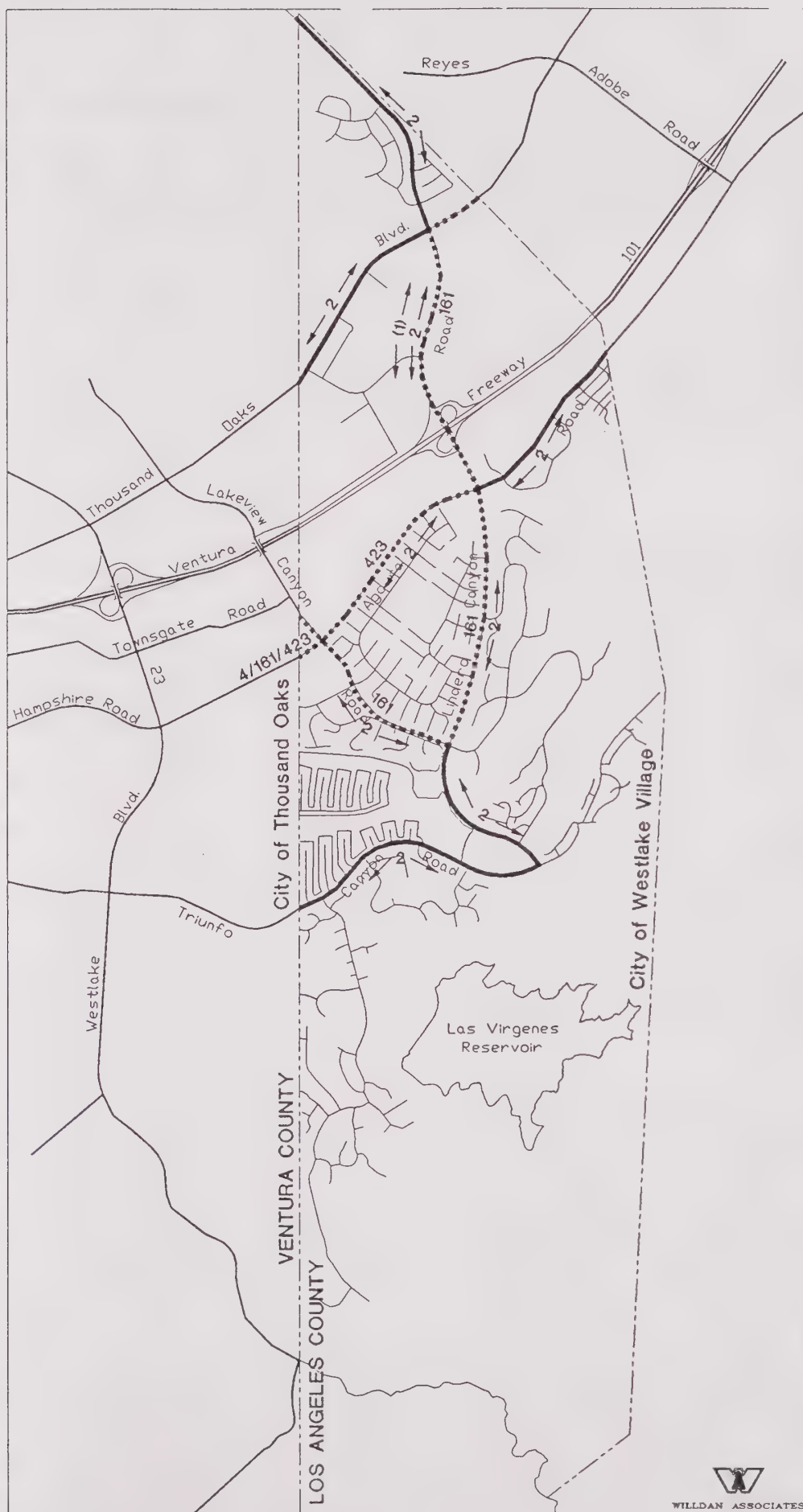
Off-street parking has been provided throughout the City as part of each development project, therefore, no parking problems are apparent. In multi-family residential areas, guest parking is available in addition to private assigned spaces. On-street parking along arterials is generally prohibited.

Pedestrian Access

Pedestrian access is generally well accommodated within the City. Sidewalks are provided on one side of most arterials, separated from the road by a parkway. Single-family detached development is usually served by sidewalks immediately adjacent to the curb on both sides of the street; however, sidewalks do not exist in some custom home areas of the City. Pedestrian access within multi-family development is provided by paths which meander throughout each project.

Figure 16

TRANSIT ROUTES AND BIKE WAYS



- 161
- Transit Routes
(and Route Numbers)
- ← 2 → Bike Ways
(and Class)
- ← (1) → Future Bike Ways
(and Class)

WILLDAN ASSOCIATES

SCALE
0 400 800 1200 1600

NORTH

T 88791.mxd 1/26/04 988

Service Levels

Most City arterials operate under free flow conditions, well within their capacities. Some congestion is experienced during brief portions of peak hours at the Lindero Canyon Road intersections with Agoura Road, Route 101 Freeway off-ramps, Via Colinas, and Thousand Oaks Boulevard.

2. FUTURE TRAVEL DEMANDS

As future development occurs both within the City's boundaries and in external areas, traffic moving to and from this new or expanded development will increase. Therefore, consideration must be given to projecting future traffic flows in relation to needed roadway improvements if future travel conditions are to be maintained in a satisfactory manner.

Travel Projections

Although most of the City's usable land area has been developed, build-out is expected to result in approximately 810 additional dwelling units and 2,400,000 added square feet of commercial/industrial area. The development projections by location for the City of Westlake Village are presented in Table 10, along with the amount of estimated daily traffic volumes expected to be generated by each area. The greatest number of additional trips would be generated by development of Location 11 with nearly 30,000 trips per day expected. The next largest generators would be Location 2 with about 424,000 square feet of commercial/business park space and 7,600 trips per day, and Location 9 with about 320,000 square feet of business park space and 3,300 trips per day.

The projected daily traffic volumes from each location have been assigned to the existing street system to determine future traffic volumes on each major street. To avoid double counting of local trips, the total number of projected trips was discounted by 15%. (The Los Angeles Regional Transportation Study indicates that between 13 to 18% of all trips are local in nature, that is, to schools, parks, shopping centers, social activities, etc.) Traffic volumes associated with shopping centers and restaurants were discounted by an additional 35% to account for pass-by trips. The discount factors applied to large mixed-use developments were determined on an individual basis.

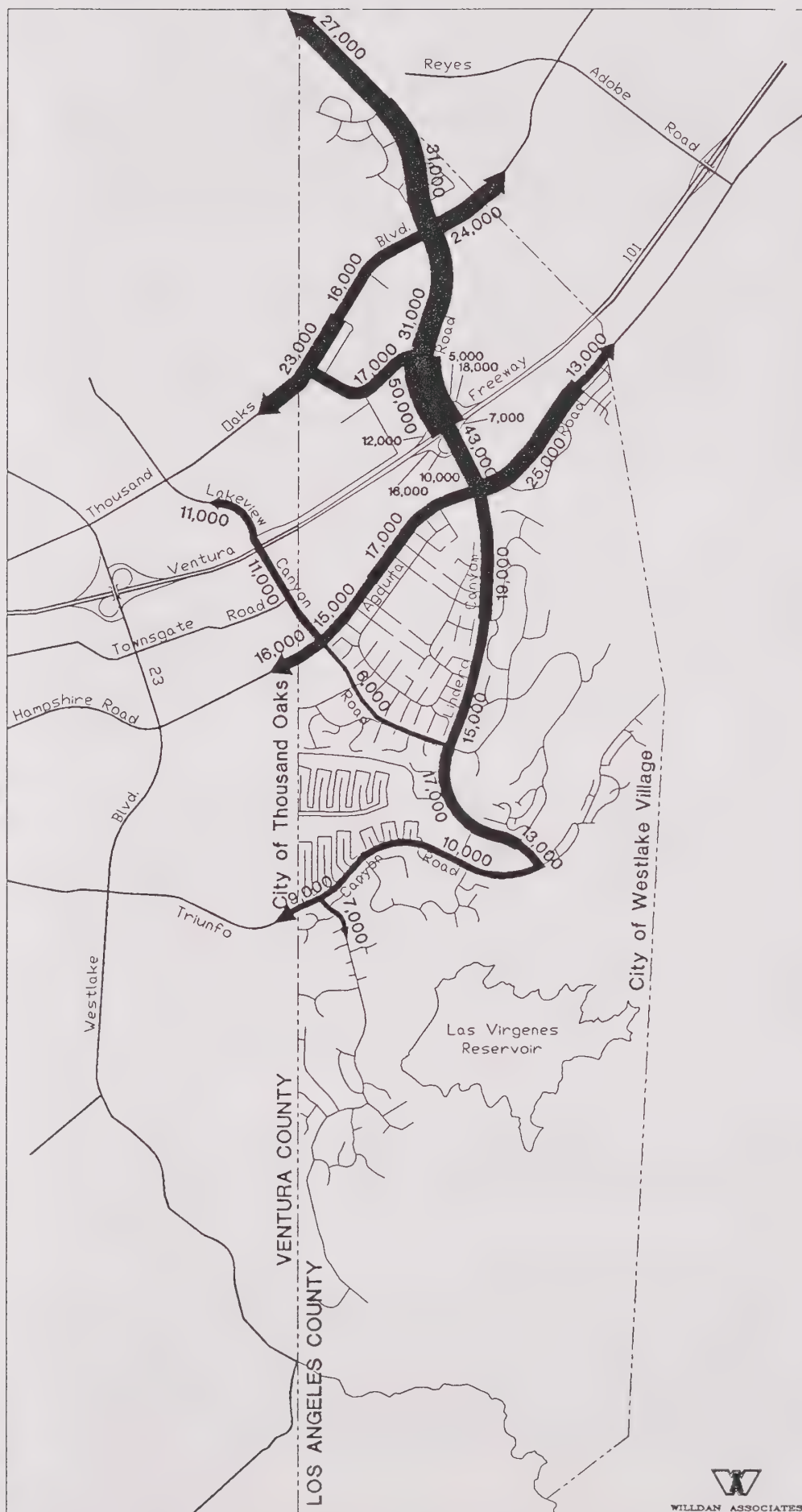
Cumulative projects located near the City of Westlake Village in the City of Thousand Oaks, City of Agoura Hills, or County of Ventura were also evaluated in order to estimate traffic volumes associated with developments located outside of the City limits. Additionally, in order to account for normal growth in traffic, a 0.5% per year increase in existing traffic was applied through the year 2010. Assignment of the resulting traffic volumes was accomplished on the basis of type of use, location, and the freeway orientation of uses. A composite future travel projections map is presented in Figure 17.

In large part, the residential elements of the community are oriented to the freeway and to major commercial and recreation facilities. The residential community serves primarily as a bedroom community to the Los Angeles metropolitan area and therefore displays a heavy freeway orientation with major directional travel movements to and from the east. However, a significant portion of directional travel movements are also oriented to and from the west toward cities within Ventura County. Future residential development can be expected to continue this orientation.

TABLE 10
TRAFFIC GENERATION ASSOCIATED
WITH BUILD-OUT

Map Ref. ¹	Project Title or Location	Land Use	Size	ADT
1.	Via Colinas between Thousand Oaks Blvd. and Lindero Canyon Road	Office Auto Service	19,000 s.f. 17,000 s.f.	395 799
2.	Westlake Spectrum	Office Business Park Retail	142,500 s.f. 264,500 s.f. 18,000 s.f.	1,789 3,387 2,437
3.	Landing West	Retail Office	4,000 s.f. 70,600 s.f.	917 1,057
4.	Terminus of Glenbridge Road	Single-family residential	4 dwelling units	50
5.	Westlake Tennis Club	Office	40,000 s.f.	690
6.	Westlake Vista	Multi-family residential	330 dwelling units	3,137
7.	Three Springs	Single-family residential	100 dwelling units	1,021
8.	Westlake Trails/Civic Center	Single-family residential Civic center	33 dwelling units 5,000 s.f.	360 125
9.	Westlake Gateway	Office Business Park Bs. Park Manuf.	94,200 s.f. 103,900 s.f. 122,900 s.f.	1,312 1,535 464
10.	Baas Property	Research & Development Office	66,000 s.f. 44,000 s.f.	474 741
11.	Westlake North	High DU's Hotel Retail Office Business Park	250 DU's 250 Rooms 309,000 s.f. 884,600 s.f. 158,400 s.f.	2,417 2,141 15,470 7,036 2,163
12.	Lake Eleanor Hills	High DU's	56 DU's	592
13.	Oak Forest Mobile	Mobile DU's	36 DU's	173
14.	The Landing	Retail	16,000 s.f.	2,258

¹ See Figure 12 (Chapter 1) for locations.



The proposed commercial and industrial locations will be expected to attract trips to and from the surrounding residential community as well as from more distant residential centers. In the case of Location 11, projected to consist primarily of community and sub-regional commercial and business park uses, the travel patterns will have a high freeway orientation. Other commercial sites supporting neighborhood commercial uses would exhibit a more local pattern.

As shown in Table 9, traffic volumes are expected to increase most significantly on Lindero Canyon road due to the fact that a substantial portion of future trips will utilize this corridor to access the freeway and Agoura Road. Because Lindero Canyon Road extends northerly into the City of Thousand Oaks and Ventura County, additional external traffic from the Oak Park/North Ranch area will also contribute approximately 7,000 vehicles per day to Lindero Canyon Road north of Thousand Oaks Boulevard. About 6,000 of these vehicles are expected to use Lindero Canyon Road between Thousand Oaks Boulevard and the freeway.

Future Travel Conditions

The existing street system, for the most part, should be adequate to carry the anticipated future traffic volumes. Two primary improvements will be required involving the widening of Lindero Canyon Road from Agoura Road to Thousand Oaks Boulevard and the extension of La Tienda Road from Via Rocas to Lindero Canyon Road. Additionally, Via Colinas should be restriped to provide four travel lanes. One proposed traffic signal location is also expected (see following section).

The term Level of Service (LOS) is generally used to define the quality of traffic flow over specific street or road segments or through individual intersections. LOS's express relationships between the volumes of present or anticipated traffic and the ability of road networks to carry them. For planning purposes, comparisons of volumes to capacities for road segments are generally used rather than those for intersections. This is due to the fact that the calculation of intersection LOS's requires detailed data regarding the numbers of vehicles moving on each intersection approach and the percentages of these vehicles making turning movements, which is seldom known for future travel conditions. A description of the six standard levels of service for road segments is shown in Table 11, along with the roadway capacities for each level of service.

It is the City standard to require Level of Service "C" or better to be maintained throughout the City circulation system. Due to the unique nature of Lindero Canyon Road, Level of Service "D" or better will be acceptable within the portion of the Lindero Canyon Road corridor that extends from Via Colinas to Agoura Road.

Based on the level of service definitions and roadway levels of service, the estimated future LOS's on various segments of the City's major streets can be calculated and are shown in Table 9. Note that the LOS's for future conditions are based on roadway geometrics that include recommended roadway improvements. As indicated in Table 9, most roadway segments are expected to operate with satisfactory travel conditions, with no roadways expected to experience severe congestion if the improvements recommended below are implemented.

TABLE 11

LEVEL OF SERVICE DESCRIPTIONS
AND ROADWAY CAPACITIES

Level of Service (LOS)	Description of Travel Conditions	Daily Roadway Capacities			
		2 Lanes	4 Lanes	6 Lanes	8 Lanes
A	No physical restriction on operation speeds.	7,000	17,000	25,000	32,000
B	Stable flow with few restrictions on operating speeds.	8,000	22,000	34,000	42,000
C	Stable flow with more restrictions on speed and lane changing.	10,000	27,000	39,000	48,000
D	Approaching unstable flow, little freedom to maneuver and short periods of heavy restrictions on flow.	12,000	31,000	42,000	53,000
E	Unstable flow, low operating speeds and some momentary stoppages.	14,000	35,000	46,000	57,000
F	Forced flow operations at low speeds where the highway acts as a storage area and there are many stoppages.	> 14,000	> 35,000	> 46,000	> 57,000

Street Standards

The design of future street improvements will be guided by the standards contained in Table 8 and the street cross sections shown in Figure 18. The actual design details of future streets will also depend on anticipated volumes and the existing circulation pattern. The typical rights-of-way and paved roadway requirements for each street classification are summarized below:

<u>Street Classification</u>	<u>Right-of-Way</u>	<u>Roadway</u>
Local	50-60 ft.	30-36 ft.
Collector	60-64 ft.	40-44 ft.
Secondary Highway	84 ft.	68 ft.
Major Highway	100-108 ft.	84-88 ft.

The function of each type of street can be described as follows:

Local - Local streets are the smallest in the hierarchy of roadway classifications. They are designed to serve individual projects or neighborhoods.

Collector - Collector streets connect local streets to secondary highways or major highways. Several areas or neighborhoods may be accessed by a collector street.

Secondary Highway - Secondary highways represent the smallest of the arterial highway classifications. They carry traffic around the perimeters of major urban development units. They generally provide four travel lanes and a parallel parking lane on each side. These roadways are usually "through" streets enabling traffic to easily cross large areas of the City. Individual lot access is generally restricted from secondary highways.

Major Highway - Major highways are designed to carry high traffic volumes and provide connections between population and employment centers.

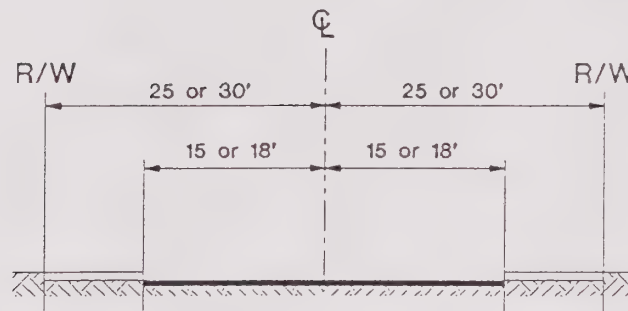
Projected Improvements to Existing Roadways

In order to accommodate the levels of traffic expected to occur at build-out in an acceptable manner, improvements will be needed in certain areas of the City's circulation system (see Figure 19). The improvements discussed in this section are based on the land use projections shown in Table 10 and the methodology described in the traffic projections section; the traffic impacts associated with actual development proposals should be evaluated at the project level to determine the timing and design of specific improvements.

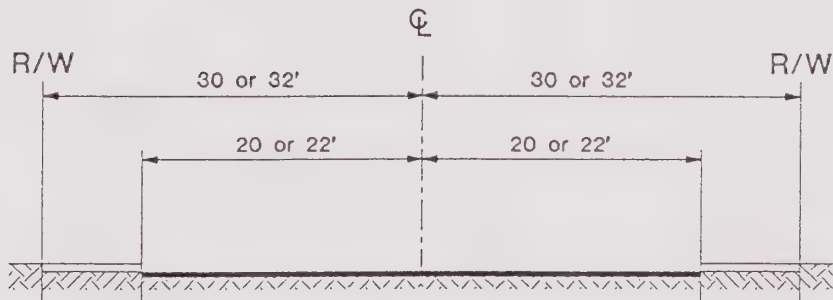
In order to accommodate anticipated volumes, it appears that the widening of Lindero Canyon Road from four to six lanes will be required between Cardoza Drive and Via Colinas. It also appears that the widening of Lindero Canyon Road from six to eight lanes will be required between Agoura Road and Via Colinas. These improvements may be accomplished through the narrowing of the landscaped median or parkways, restriping and/or the acquisition of additional right-of-way. The level of service projected for these segments will be LOS "B"-"C" between Cardoza Drive and Via Colinas, LOS "D" between Via Colinas and the Ventura Freeway, and LOS "B"-"C" between the Ventura Freeway and Agoura Road.

Figure 18

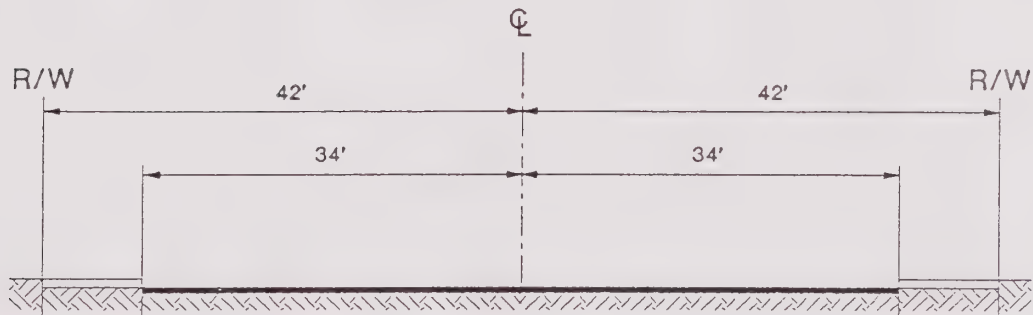
STREET CROSS SECTIONS



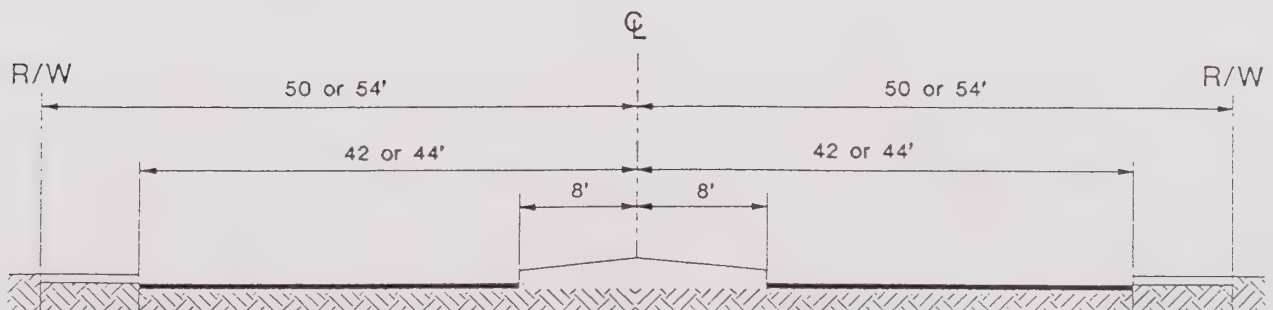
Local Street



Collector Street

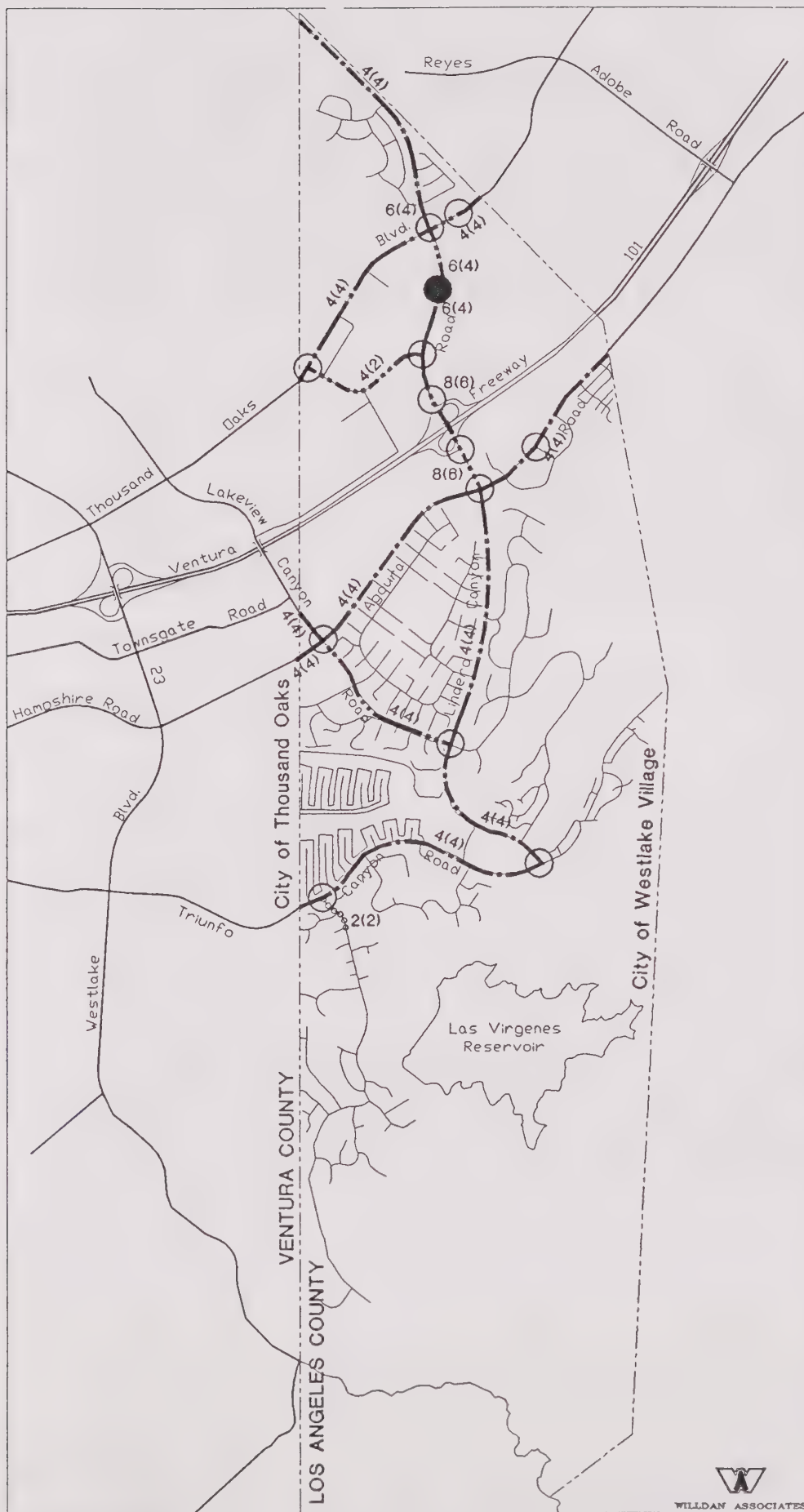


Secondary Highway



Major Highway

Figure 19



4 Projected Lanes Required

(4) Existing Lanes

● Future Signal Locations

○ Existing Signal Location

..... Future Road Extensions

—— Major Highway

- - - Secondary Highway

oooooo Collector



WILDAN ASSOCIATES

SCALE



NORTH

T0179147 1504-90

In addition to the above roadway improvements, it is anticipated that a new traffic signal will be required on Lindero Canyon Road at a location between Via Colinas and Thousand Oaks Boulevard. The specific location for this signal will depend upon the development plan for Location 11 (Westlake North). To the maximum extent possible, it should be located approximately mid-way between Via Colinas and Thousand Oaks Boulevard. Existing stop signs should provide adequate control at the City's other presently non-signalized intersections. Lane configuration revisions and additional prohibitions of on-street parking, however, will be required as traffic volumes increase at both signalized and non-signalized intersections.

It is also anticipated that increasing traffic volumes may ultimately require dual left-turn lane capability and separate right-turn lanes at major intersections along Lindero Canyon Road, namely, Thousand Oaks Boulevard, the access signal to Location 11, Via Colinas, the eastbound and westbound freeway off-ramps, and Agoura Road. Additional right-of-way should be provided on intersection approaches at those locations wherever possible as new development is undertaken. The right-of-way widths on the six-lane approaches should be approximately 120 feet (in lieu of 100 feet), with approximately 100-foot rights-of-way for the four-lane approaches (in lieu of 84 feet).

Future Road Extensions

Extensions of several existing roadways within the City and surrounding areas are evaluated in the following paragraphs.

Triunfo Canyon Road currently terminates several hundred feet east of Lindero Canyon Road within the City. The paved segment east of Lindero Canyon Road varies from 44 to 84 feet in width and functions as the only access to Oak Forest Mobile Estates. Within Los Angeles County, Triunfo Canyon Road is improved from Kanan Road westerly to just outside of the City limits. It is anticipated that the uncompleted section in the County's jurisdiction will be constructed in conjunction with development in the area. The portion of Triunfo Canyon Road within the City will not connect with the roadway section outside of the City, the current terminus of Triunfo Canyon Road will be its ultimate terminus.

The southern portion of Lindero Canyon Road currently terminates at Triunfo Canyon Road. The Lindero Canyon Road/Triunfo Canyon Road intersection will be the ultimate terminus of the Lindero Canyon Road corridor. Any southerly roadway extension to serve development clustered near Triunfo Canyon Road and the reservoir will be offset to the east of the Lindero Canyon Road/Triunfo Canyon Road intersection and will not be considered as part of Lindero Canyon Road.

As future development occurs, associated street improvements should incorporate adequate access for emergency and evacuation purposes, either through the local street system or by emergency accessways.

The eastern portion of La Tienda Road currently terminated at Via Rocas. However, in order to enhance the local circulation system and accommodate future traffic demands, it is recommended that La Tienda Road be extended easterly to connect with the northbound Route 101 Freeway ramps at Lindero Canyon Road.

Public Transportation and Carpooling

The City's present public transportation service is expected to remain basically unchanged in the future. The number of trips associated with the RTD line 423 service to downtown Los Angeles, however, has gradually increased in the last two years and future improvements in this service may take place as the City population and work force grow. New bus service to the proposed major commercial and industrial areas also may become appropriate as these developments occur. The dial-a-ride taxi service is expected to be maintained, based on funding availability and continued use of the service.

Commuter parking now occurs near the freeway interchanges as commuters pool together. Consideration should be given to the expenditure of Proposition A funds for the construction of additional commuter parking facilities to encourage this activity.

Bikeways

As indicated previously, Class II bikeways may be replaced with Class I bikeways as vehicular traffic volumes increase. The Lindero Canyon Road corridor is example of where this may be appropriate.

3. IMPROVEMENT FUNDING

The major sources of funds for street related improvements not constructed by developers or paid for by developers through the proposed Arterial System Financing Program are the State gasoline tax and the Federal Aid Urban System Program. Funds for public transit purposes can be derived from the Local Transportation Fund (SB 325) and the Federal Urban Mass Transportation Act. Expenditures for the construction of bikeways can also be financed with SB 325 funds and from special funds made available through State legislation. The expenditure of all Federal and State funds requires prior approval of a Transportation Improvement Program by the Los Angeles County Transportation Commission, the Southern California Association of Governments, and certain state and federal agencies.

The following is a summary of the various funding programs available to the City:

Arterial System Financing Program. The Arterial System Financing Program (ASFP), when established, will provide a means that will enable the City to collect funds from all developments occurring within the City. These funds will then be used for the sole purpose of implementing various improvements to the City's arterial street system. The ASFP fee system will distribute the costs of identified arterial street improvements to new developments based solely on the proportioned share of total traffic that the proposed development will generate. Each improvement is necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. The fee is directly proportional to the benefit that each new development will ultimately receive. Also, note that the fee system will recognize a fee credit to developers who construct proportions of the identified traffic projects.

Gas Tax. This tax is a State-administered subvention to the City of a portion of the tax collected on gasoline. These funds are expected to provide the main support for the City's street construction program. These funds may also be used for street maintenance.

Federal Aid Urban System. Funds are apportioned by the State to the urbanized area of the County. Funds are then obligated for individual projects within the urbanized area of the County based upon a priority ranking. FAU funds must be matched by local funds at a specified level.

Federal Highway Safety Act. Under this act, the City is eligible to participate in programs such as Hazard Elimination safety.

Quarter-cent Sales Tax (SB 325). Funds obtained through this source must be used for public transportation and for right-of-way acquisition and construction of major streets and roads. Funds may only be expended for public transportation purposes unless there are no "unmet" transit needs within the jurisdiction. The SB 325 funds can be used to defray operating as well as capital costs of transit services in the City (Federal Urban Mass Transportation Act monies can also be used for both capital and operating expenses).

Proposition A Funds. The proceeds from this one-half cent sales tax are used to finance a Transit Development Program in Los Angeles County. This program is administered by the Los Angeles County Transportation Commission. Proposition A proceeds also fund a dial-a-ride taxi service within the City.

CIRCULATION POLICIES AND IMPLEMENTATION MEASURES

Circulation Adequacy/Accessibility

Policy:

1. Provide for the efficient movement of people, goods and services within the City and to and from major destinations outside the City.

Implementation Measures:

1. Utilize Chapter Two, Section A as the City's Master Plan of Streets and Highways in order to accommodate projected future traffic levels.
2. Implement roadway improvements in accordance with the Master Plan as development occurs.
3. Require Level of Service "C" or better to be maintained throughout the City circulation system. Due to the unique nature of Lindero Canyon Road, Level of Service "D" or better will be acceptable within the portion of the Lindero Canyon Road corridor that extends from Via Colinas to Agoura Road.
4. Coordinate local transportation systems with existing and planned regional systems and participate in the planning of these systems.
5. Develop a five-year priority major street improvement program with concurrent maintenance of existing roadways.
6. Develop an Arterial System Financing Program (ASFP) to identify needs and establish funding for improvements to the City's arterial street system.
7. Improve street service and traffic safety levels through traffic engineering techniques to make full use of existing roadway capacity.
8. Base street widths to improve traffic flow on performance criteria rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.
9. Consider all alternatives for increasing street capacity before resorting to physical street widening.
10. Periodically review current traffic volumes and the actual pattern of development to coordinate, program, and as necessary, revise road improvements.
11. Establish a program for uniform street lighting and signage.
12. Require that parking facilities be located in relationship to their usage, i.e., short-term visitors versus long-term employee parking.

Relationship to Land Use and the Environment

Policy:

1. Provide a street network which meets circulation needs without impairing the quality of the City's neighborhoods and environment.

Implementation Measures:

1. Design street improvements considering equally the effect on aesthetic character and livability of residential neighborhoods with traffic engineering criteria.
2. Maintain traffic safety as an important consideration in street design.
3. Route truck traffic away from residential neighborhoods.
4. Direct through traffic from local streets to arterials where necessary to (1) reduce traffic on local streets, (2) improve neighborhood safety and environmental quality, (3) facilitate business trips, and (4) improve local service.
5. Review road improvements and extensions proposed by other jurisdictions for impacts on the City and consistency with General Plan, and take necessary actions to protect the City's interests.
6. Consider the environmental effects of any roadway extension, especially on significant habitat areas, during the review and approval process.
7. Review requests for speed humps on City streets in accordance with the City of Westlake Village Speed Hump Policies, Guidelines, and Procedures established by the City Council; the construction of any speed humps shall be in accordance with these Policies, Guidelines, and Procedures.

Alternative Modes of Transportation

Policy:

1. Encourage the development of viable transportation alternatives to serve the needs of the transit-dependents, minimize the expenditure of energy and natural resources, and reduce air and noise pollution.

Implementation Measures:

1. Establish parking areas and access to local and regional public and private mass transportation systems.
2. Promote and facilitate the use of the bicycle as an alternative transportation mode and for recreational use through the provision of a City-wide bikeway network.
3. Encourage and facilitate pedestrian movement by creating environments conducive to walking and designing development to a "human scale".

4. Encourage the continued development of public transportation systems throughout the City to increase patronage and decrease reliance on the automobile.
5. Continue to provide means of access to handicapped and senior citizens through programs such as dial-a-ride taxi service.
6. Cooperate with the Southern California Rapid Transit District in efforts to improve its service, especially in those areas which are heavily transit dependent. Particular emphasis should be placed on providing access for the elderly.
7. Seek State and Federal funding for local transit programs.

Transportation Demand Management

Policy:

1. Encourage the reduction of vehicle trips through the implementation of Transportation Demand Management Techniques.

Implementation Measures:

1. Encourage hiring of a full-time program coordinator by individual company or association or several companies in an area. Duties to include:
 - a. Promotional Campaigns
 - b. Introductory materials to all new employees
 - c. Newsletter and invitation to participate given to all employees semiannually.
 - d. Organize ride-share groups through matching servicing with outside assistance, if necessary
 - e. Deal with intragroup problems to sustain the groups
 - f. Promote subsidies by employers
 - g. Keep records of activities
 - h. Plan future programs
 - i. Report annually to the County on the levels of trip reduction attained and plans for maintaining and increasing the levels

2. Encourage ride sharing:

- a. Group formation assistance through program coordinator or outside agency such as Commuter Computer
- b. Differential parking charges-free parking or low fees for ride-sharing groups; higher fees for single-occupant vehicles
- c. Preferred parking and loading for ride-share vehicles
- d. Preferential ingress and egress at parking facilities
- e. Subsidizing or underwriting van purchases
- f. Subsidizing ride-share vehicle operation costs-fuel, insurance, maintenance, etc.
- g. Use of company owned vehicles for ride sharing during the commuter hours and for company business during other hours
- h. Construct parking garages with high ceilings to accommodate vans in preferential locations
- i. Adjust work schedules to accommodate ride sharing
- j. Subscription bus service to lease buses that would connect the development with remote park-and-ride facilities

3. Promote public transit:

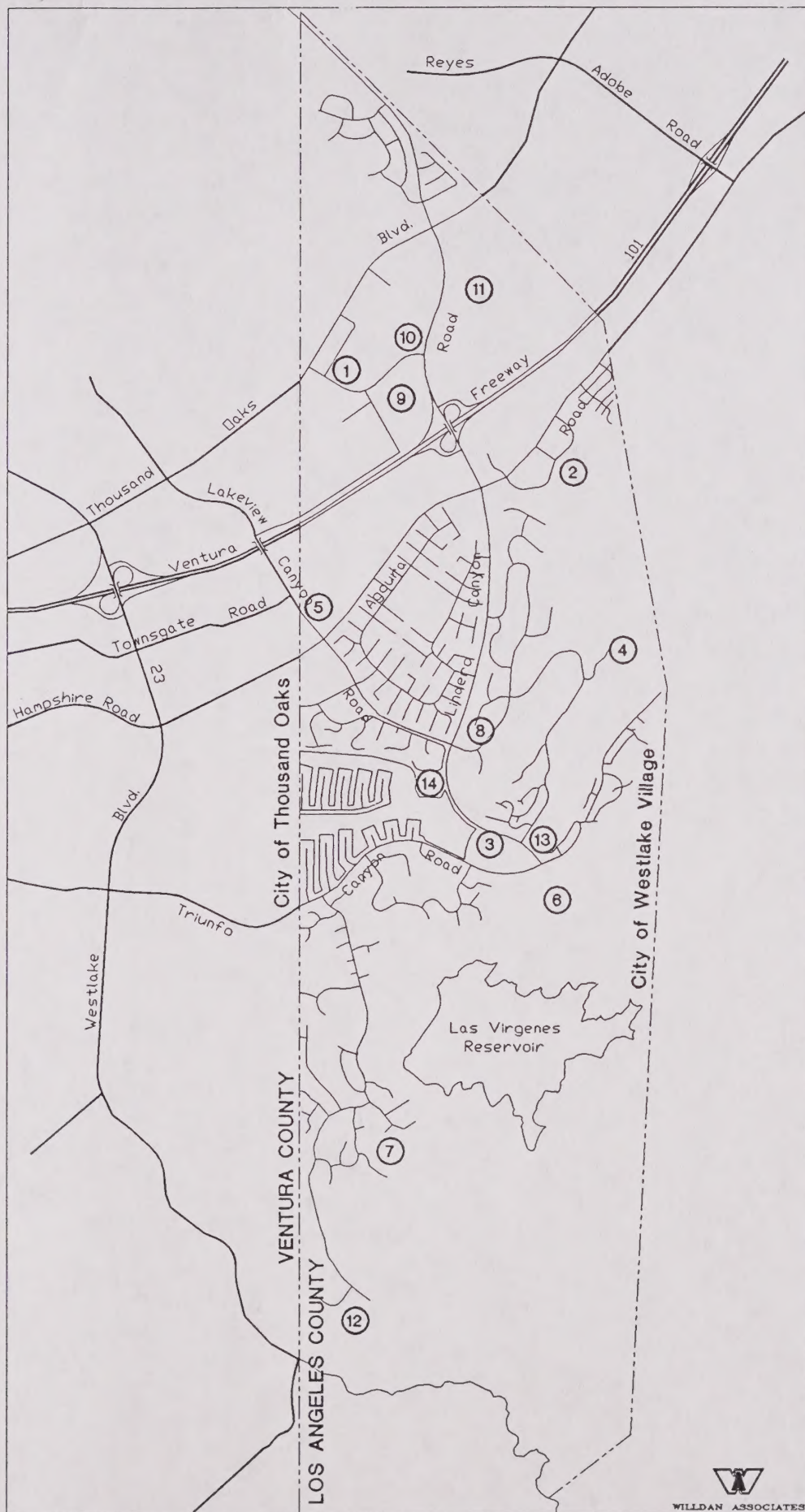
- a. Work with transit companies to add routes, improve area coverage of routes, increase frequency of service
- b. Post transit schedules and route information in prominent locations within building lobbies and other places
- c. Shelters at bus stops-attractive and well lighted
- d. Paths from buildings to bus stops - protected and well lighted
- e. Periodic security patrol of bus stops-protected and well lighted
- f. Subsidized or free monthly transit passes
- g. Indented bus stops on development area streets so that buses can be stopped out of the traffic stream
- h. Off-street bus transfer station and mini-bus network to collect and distribute people travelling between the regional bus lines and the individual buildings
- i. Coordinate work schedules with bus schedules

4. Encourage work schedule adjustments:
 - a. Four-day work week with starting and ending times offset from typical peak periods
 - b. Flexible work schedules (flex time) with workers choosing their own starting and ending times
 - c. Stagger work shifts starting and ending times to reduce the concentration of commuter traffic
 - d. Coordinate work hours with ride sharing and transit schedules
5. Support Other Miscellaneous transportation demand management techniques:
 - a. On-site service facilities such as restaurants, banks, small retail shops, health facilities, within large complexes
 - b. Shuttle services to nearby facilities of the same company and to off-site service facilities that would be patronized by employees
 - c. Delivery scheduled for hours other than commuter peak hours

Figure 12

CUMULATIVE PROJECT OR LAND USE LOCATION MAP

1. Office, Auto Service
2. Westlake Spectrum
3. Landing West
4. Single-family residential
5. Westlake Tennis Club
6. Westlake Vista
7. Three Springs
8. Westlake Trails/Civic Center
9. Westlake Gateway
10. Baas Property
11. Westlake North
12. Lake Ealonor Hills
13. Oak Forest Mobile
14. The Landing



WILLDAN ASSOCIATES

SCALE
0 400 800 1200 1600



NORTH

101791AF, 1566/98



C124910470

TOG 000 000 000 000
000 000 000 000
000 000 000 000

1. The first step is to
2. The second step is to
3. The third step is to
4. The fourth step is to
5. The fifth step is to
6. The sixth step is to
7. The seventh step is to
8. The eighth step is to
9. The ninth step is to
10. The tenth step is to

